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**AEROPRAKT**

**SAFETY ALERT**

**No. SA A-22-13**

**Release date: 30.12.2015**

**Effective date: 30.12.2015**

**Completion date:**

**Superseded notice:**

**Model: A22LS**

**Serial number(s) affected: from 174 on (with central stick)**

## AEROPRAKT

**SAFETY ALERT**

No. SA A22LS-13

**INSPECTION AND REPLACEMENT OF THE  
THREADED END OF THE ELEVATOR PUSH-ROD****Repeating symbols:**

Please, pay attention to the following symbols throughout this document marking important information.

- ▲ **WARNING:** Identifies an instruction, which if not followed may cause serious injury or even death.
- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- ◆ **NOTE:** Information useful for better handling.

## 1) Planning information

### 1.1) Aircraft affected

Aeroprakt-22LS airplanes, central stick controls with control locking pin located between the seats, S/N from 174 airplanes, central stick controls with control locking pin located between the seats.

#### Reason

It was found out that the treaded end of the elevator control push-rod attached to the control stick of A-22LS aircraft with central stick may be subjected to excessive non-design bending. This bending occurs when the aircraft is parked outside and its control stick is fixed with a locking pin passed through a hole in the push-rod and the ailerons are displaced by the wind gusts if they are not fixed by clamps (gust locks) as required in Pilot Operating Handbook, section 9.2 Towing, parking and tie-down instructions. This non-design bending may cause fatigue fracture of the threaded rod end and result in loss of elevator control in flight.

### 1.2) Subject

Inspection and replacement of the threaded rod end of the elevator push-rod of A-22LS aircraft with central stick.

### 1.3) Compliance

Compliance with this Safety Alert is mandatory for all affected aircraft for flight safety reasons!

### 1.4) Approval

The technical content of this Safety Alert has been approved by Aeroprakt.

### 1.5) Manpower

Estimated man-hours: 3 hours.

### 1.6) Mass data

Mass change – none.

### 1.7) Revision of other documents

Amendment of the POH: warning to use gust locks (see instruction 12).

### 1.8) Spare parts

Universal gust locks. If replacement is necessary: rod end GMM-4M-470, locking nut AN316-4R.

## 2) Spare parts information

Available at <http://www.aircraftspruce.com> or other suppliers' web sites.